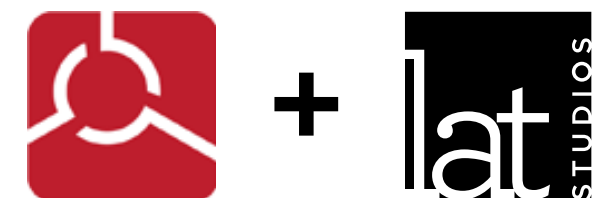


JONES RD TO OLD CLEVELAND RD

Local Area Plan



DOCUMENT TYPE: ANALYSIS & URBAN DESIGN FRAMEWORK

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DOCUMENT REGISTER

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Author	PSA Consulting and LatStudios

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ACKNOWLEDGEMENT FOR COUNTRY

LatStudios commit to supporting the health and wellbeing of Country, by respecting, valuing and being guided by First Nations people.

Engaging and Respectful Consultation

LatStudios are currently engaged on several projects working with different traditional custodians, working in line with the protocols established by the Australian Institute of Landscape Architects (AILA) Reconciliation Action Plan (RAP). We work with experienced engagement consultants to facilitate a respectful dialogue with a focus on listening and being open to guidance.

AILA RAP summary:

- Acknowledge and respect Traditional Owners across Australia as the traditional custodians of Country
 - To honour Elders past, present and emerging and ensure the continuation of culture and traditional practices
 - A 'Connection to Country' approach to landscape planning, design and management
 - A collaborative journey to better understand and engage with Country in a respectful and consultative way and to build ongoing relationships with Traditional Owners
 - Four (4) key areas for development - each area has a number of actions and deliverables which aim to:
 - Actively monitor progress of actions
 - Build internal and external relationships
 - Participate in and celebrate NAIDOC Week
 - Raise RAP awareness
 - Increase employment and supplier diversity
 - Increase educational opportunities
1. Relationships
 2. Respect
 3. Opportunities
 4. Governance and Tracking

Link to AILA's RAP here

https://www.aila.org.au/common/Uploaded%20files/_AILA/Governance/Other/AILA%20Reflect%20RAP%202018-19%20-%20RA%20endorsed.pdf

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01

BACKGROUND

PURPOSE

PSA Consulting, in conjunction with LatStudios has been engaged by Redland City Council (RCC) to prepare an integrated and comprehensive Local Area Plan (LAP) for the Jones Road to Old Cleveland Road Study Area (refer to Figure 1). The Jones Road to Old Cleveland Road LAP is intended to guide development within the area into the future and may form part of a future amendment to City Plan.

This document provides background research, site analysis and identification of preliminary opportunities to inform the options for the Local Area Plan (LAP).

STUDY AREA

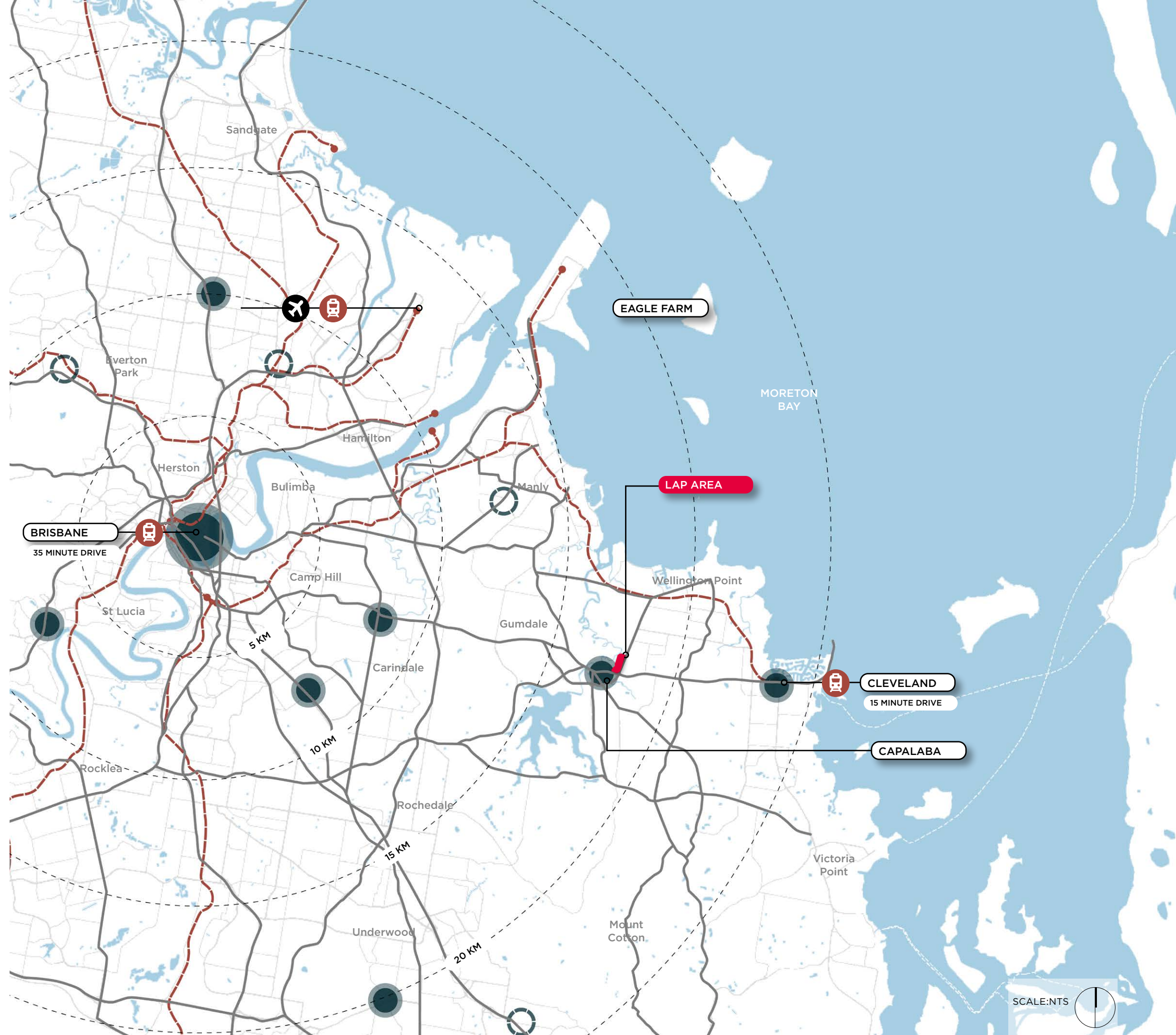
The LAP study area comprises approximately 21.1 hectares of land in the northeast of Capalaba. It is bound by Old Cleveland Road East to the east, and Old Cleveland Road to the south, Jones Road in the north and Anderson Street/Coolnwynpin Creek to the west (refer to Figure 1). The LAP Study Area is made up of 145 land parcels with most of the parcels held in private ownership. Only seven (7) lots are held in public ownership (State reserve).



Jones Road to Old Cleveland Road LAP Study Area

REGIONAL CONTEXT

The LAP Study Area is located approximately 20 kilometres west of the Brisbane CBD and 6 kilometres west of the Cleveland Principal Regional Activity Centre (PRAC). The Study Area is in close proximity to the LGA boundary between Brisbane City Council and Redland City Council, with Tingalpa Creek forming the boundary adjacent to the LAP Study Area.



Regional Context (NTS)

02

ANALYSIS & CONSTRAINTS

SITE CONTEXT

The majority of the LAP Study Area is mapped within the Urban Footprint of the South East Queensland Regional Plan 2023 (ShapingSEQ 2023). Two land parcels in the north western corner of the site (Lot 2 on RP214841 and Lot 43 on RP70826), which make up an area of 5,000m², is designated within the Regional Landscape and Rural Production Area.

Contextually, the LAP Study Area is surrounded by the following land uses as illustrated in Figure 2:

- **North:** Land to the north is split zoned conservation and community facilities (CF) under Redland City Plan 2018 and will accommodate the Birkdale Community Precinct which is a 62 hectare Council owned site that will accommodate the Redland Whitewater Centre as a host venue during the Brisbane 2032 Olympic and Paralympic Games. This precinct also contains heritage buildings and structures including Willard's Farm and the state heritage listed former US Army Radio Receiving Station. The Birkdale Community Precinct Master Plan includes a pedestrian pathway that links up to Jones Road.
- **East:** Land to the east is zoned Medium density residential under Redland City Plan 2018 which nominally allows for dwellings up to three storeys in height. The area predominantly consists of low density residential development including one to two storey detached dwellings and townhouses.

- **South:** Land to the south consists of a mix of uses including commercial buildings, small retail premises and food and drink outlets. The Capalaba Shopping Centre is located approximately 200m southwest of the Study Area boundary and is identified as a Principal Regional Activity Centre under ShapingSEQ 2023.

- **West:** Land to the west of the study area is predominantly zoned for Recreation and open space (Sam Sciacca Sports Fields and Capalaba Skate Park) and Conservation (Coolnwynpin Creek Corridor).



Site Context Map

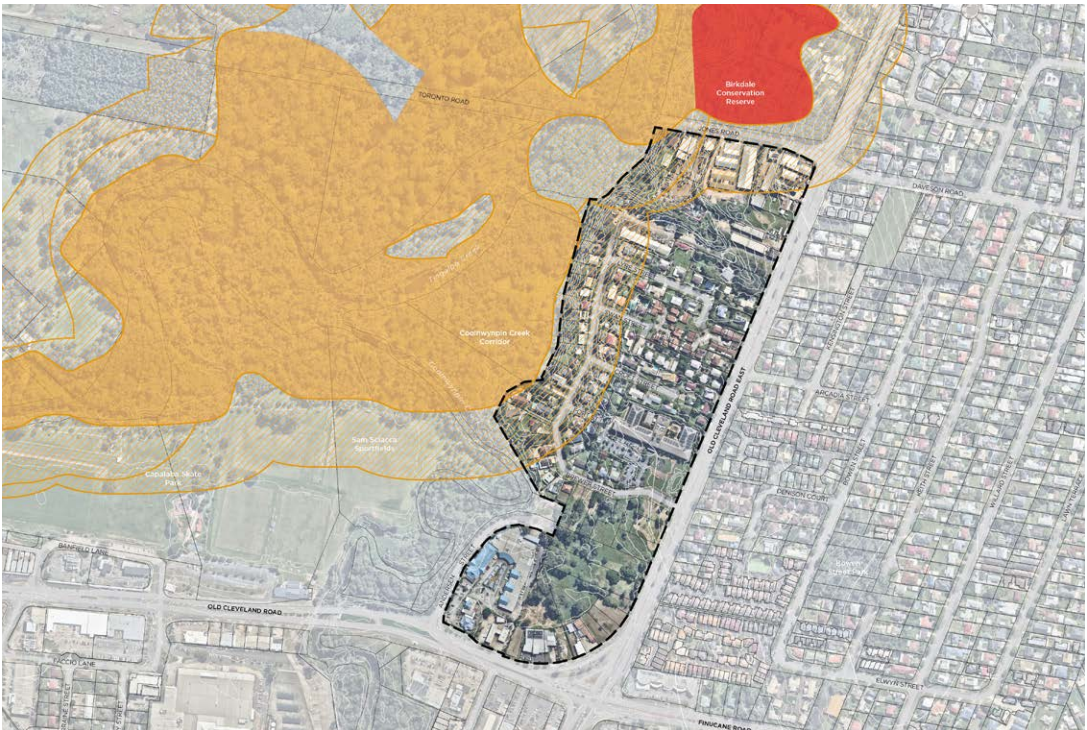
PLANNING OVERLAYS

The study area is constrained by the following applicable planning scheme overlays from the Redland City Plan v10.

- **Flooding and storm tide hazard:** The site falls to the Coolnwynpin Creek Corridor and neighbouring conservation areas. Parts of the study area are impacted by the 1%AEP flood and storm tide levels and appropriate design and siting responses will be required to minimise impacts to an acceptable/tolerable level. There is a drainage corridor from Old Cleveland Road to the Creek to the north.
- **Bushfire hazard:** Potential impact buffer areas affect the north-western parts of the site. Potential impacts on future land uses are considered negligible and can be addressed through the use of appropriate design and construction materials.
- **Transport noise corridor:** Both Old Cleveland Road and Old Cleveland Road East are arterial, high-use roads which generate traffic noise affecting the site. Residential dwellings (classes 1 to 4) located in a designated transport noise corridor in Queensland must comply with the Queensland Development Code MP 4.4, which mandates specific noise reduction measures to minimise noise impacts.
- **Environmental significance overlay:** Several areas of the site have significant vegetation (MLES) which should be retained or replaced as equalled to the amount cleared. This will affect the future Bunnings/mixed use development site.
- **Waterway corridors and wetlands overlay:** Development should not impact the creek corridor in an adverse way. No clearing should occur within the buffer zone.
- **Coastal protection overlay:** Provisions within City Plan seek to limit further subdivision in the Erosion prone area and limit further encroachment by buildings into the hazard area.



Flood and Storm Tide Hazard Overlay



Bushfire Hazard Overlay - amend to SPP



Coastal Protection Overlay



Environmental Significance and Waterway & Wetland Corridors Overlay

SITE ANALYSIS

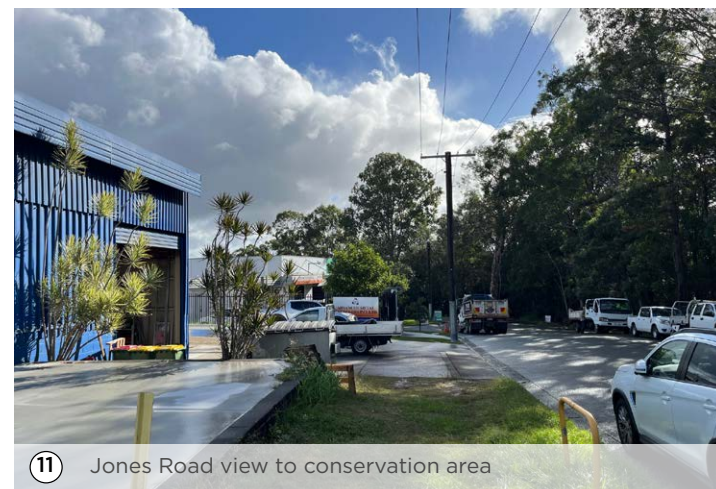
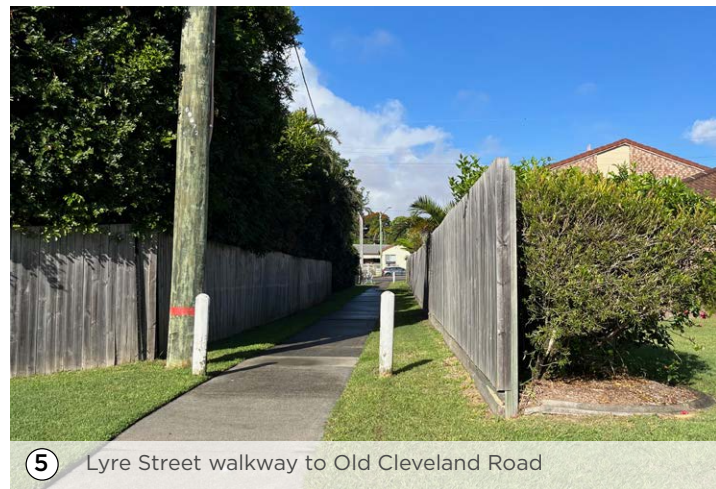
EXISTING CONDITIONS

The site is located along Old Cleveland Road and Jones Road, Capalaba approximately 18km from Brisbane CBD and 1km from Capalaba Central. Situated on the boundary of Redland and Brisbane City Councils', the study area is approximately 21 hectares of mixed use and residential land use.

Bounded by two main roads to the south and west, the study area is well located for public transport (bus routes) and close to the Capalaba Central interchange. The north-eastern edges of the area border protected environmental areas surrounding Tingalpa Creek and Birkdale Reserve. Sports and recreation facilities are accessed across the Creek to Sam Sclacca Sportsfield.

A current application for subdivision of land by Bunnings is over the southern lots vacant lots straddling the Mixed use zone and Medium density residential zone, along Old Cleveland Road. This includes the connection of Brewer and Andersen Streets to allow for servicing of the site.





LAND USE

The LAP study area is broadly comprised of the following zones (refer to Figure 3):

- The **Medium density residential zone** covers a large central extent the study area and is characterised by a mixture of established detached and townhouses. The largest landholding within this zone is Capella Bay - McKenzie Aged Care facility, which accommodates a 1.49 ha site on the corner of Brewer Street and Old Cleveland Road East.
- The **Mixed-use zone** forms book-ends to the northern and southern extents of the study area. The northern section is characterised by low impact industry uses, including motor vehicle repairers, metal recyclers and warehouses. Complementary services such as food and drink outlets are also present. At the southern end of the study area, the mixed use area predominantly consists of established retail and commercial activities, including offices, indoor sport and recreation facilities, specialised health services, showrooms and a service station. The Golden Circle food warehouse is a prominent retail activity within the area.
- The **Low-density residential zone** along Brewer Street frames the western boundary of the LAP Study Area overlooking Coolwyn and is characterized by detached dwellings on lots that range from 617m² to 1,644m².
- The study area also includes three (3) lots in the **Recreation and open space zone** and two (2) lots that are included within the **Conservation zone**. One (1) of the lots, 26 Brewer Street contains a pedestrian pathway linking across Coolwynpin Creek to the Sam Sciacca sports fields.



Zoning Map (Redland City Plan 2018 v10)

SITE ANALYSIS

DEVELOPMENT APPLICATIONS

Based on a review of Council's database over a four (4) year period from December 2019 to December 2023, it is understood that there have only been five (5) development approvals issued within the study area including:

- Three (3) changes to existing approvals.
- A material change of use for an indoor sport and recreation facility (gym).
- Building work for domestic additions.

Despite its prominent position and favourable underlying zoning to support land use intensification and uplift, there has been very limited change across the study area in the last four years. This is likely to be due, in part, to land assembly issues, unattractive outlook and amenity offerings compared to other MDR zoned land in the region and restrictions on built form (height and car parking) which hampers the development feasibility of residential proposals.

A Development Application for Reconfiguring a Lot (18 existing lots into four new lots and new road) was recently lodged in April 2024 by Property Projects Australia on behalf of Bunnings Group Limited encompassing the area shown in Figure 4.

It is understood that proposed Lot 1 is intended to accommodate the future Bunnings (indicative gross floor area of 20,000 to 25,000m²) which would be subject to a future Material Change of Use Development Application. It is recognised that this is a key puzzle piece to consider in preparing options for the LAP from a land use, access and movement and urban design perspective.



Proposed Bunnings Group Subdivision Plan and new road configuration (RAL24-0025)



SITE ANALYSIS

KEY LAND USE CONSIDERATIONS

Based on early analysis of the Study Area, the following key land use issues will need to be carefully considered and addressed in future development options for the LAP:

- 1. Land use interface issues:** the study area contains a diverse mixture of land uses that are susceptible to land use conflict. Any land use zoning changes proposed through the LAP would need to seek to limit adverse amenity impacts and interface issues as land use change and intensification occurs over time. This is particularly important for the interface between the existing light impact industry uses between Jones Road and Lyre Street and MDR zoned land to the south.
- 2. Implications of the current Bunnings development application on the future land use configuration:** The consolidated Bunnings land holding comprises a significant proportion of the southern extent of the study area. The outcome of the existing development application will play a significant role in determining the land use and access configuration in the part of the site. The opportunity exists for Council to negotiate a favourable land use and access and movement outcome through the development application process. This could involve proposing a realignment of the access arrangement currently put forward by the applicant to reduce the extend of road reserve and improve the shape and usability of proposed lots to the north of the Bunnings Parcel. A change to the underlying MDR zoning south of Brewer Street to the Mixed use zone could also form part of this negotiation.

3. Land ownership and fragmentation: It is acknowledged that the fragmented nature of land ownership across the Study Area along with the existence of small MDR lots south of Lyre Street presents a potential barrier to efficient land assembly for future MDR developments.

4. City Plan provisions and development feasibility: Current Redland City Plan provisions may be adversely impacting the development feasibility of new developments within the study area. This may be a contributing to the limited uplift of detached residential dwellings to multiple dwellings within the MDR Zone. Key provisions that will need to be assessed in further detail include height (currently there is provisional allowance for three storeys) and car parking configurations and minimum rates. Factors such as interest rates and material/labour costs may influence development feasibility.

5. Re-evaluation of the Low Density Residential zoned land along Brewer Street overlooking Coolnwynpin Creek: Consideration should be given to the merits of rezoning this isolated fragment of LDR zoned land to MDR to align with the MDR zoning to the east of Brewer Street. Consolidated land parcels along this section have the potential to deliver multiple dwelling outcomes offering favourable outlook and amenity outcomes.

6. Access and movement arrangements: Current access and movement arrangements within the area are considered inadequate from both a safety and functionality perspective. A key focus of the LAP will be ensuring the safe and efficient circulation of pedestrians, cyclists, public transport, and vehicular traffic, while also providing appropriate connections and integration with the State Road network and adjoining land uses.

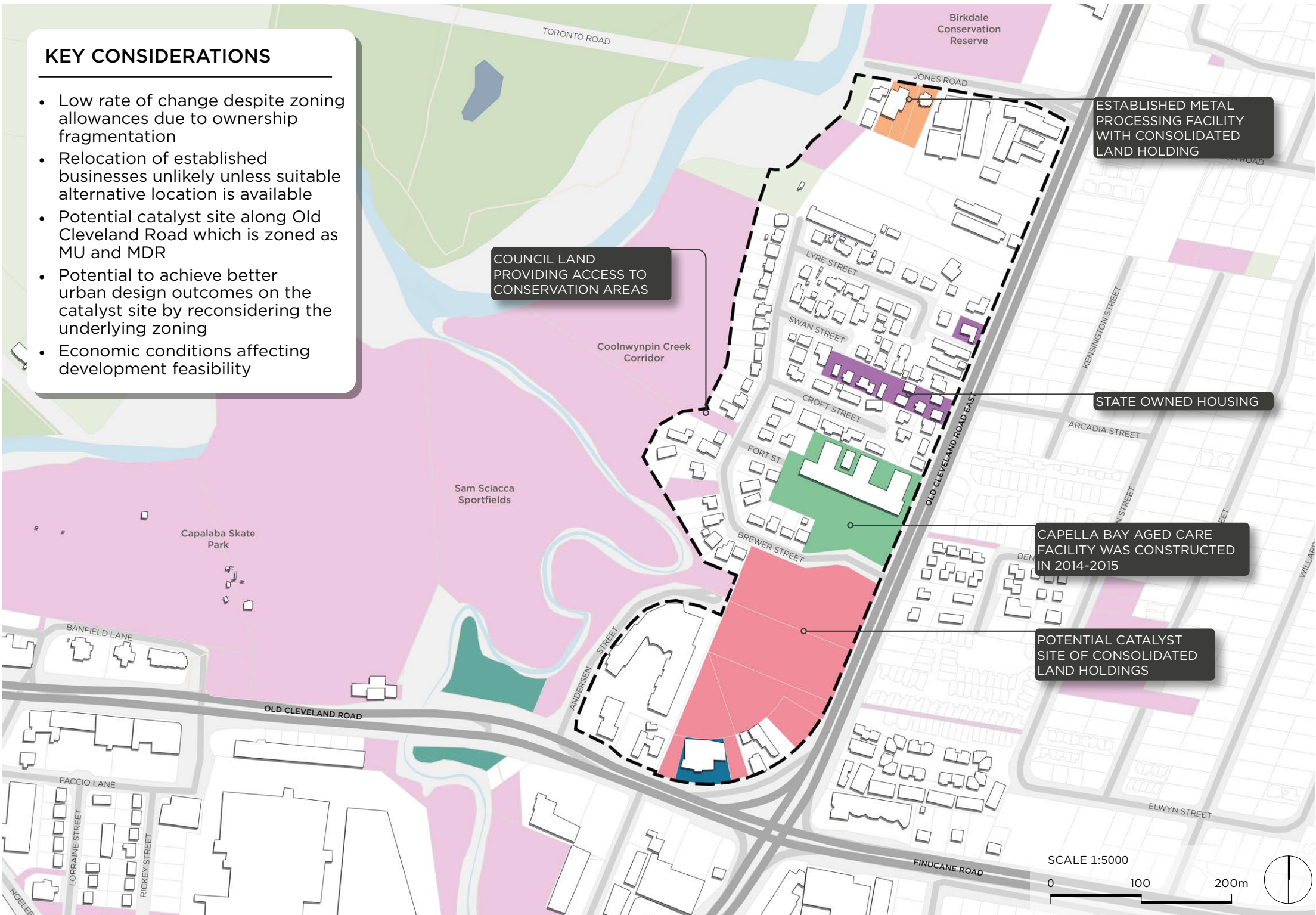
LAND OWNERSHIP

As previously noted, land ownership within the study area is highly fragmented, presenting land assembly challenges and potentially impacting on the financial viability of delivering new development within the area. The amalgamation of lots may allow for catalyst developments that improve uplift in the study area. Gentle density (mximum 3 storeys) can be accommodated on 400-800 square metre lots. Sites greater than 1,200 square metres will facilitate MDR style developments (3+ storeys). This may require the amalgamation of 2-3 existing privately owned lots within some sections of the study area. Current significant land holdings include:

Land holding	Land holdings
238-254 Old Cleveland Road East	18 lots in MU zone with a current RaL DA lodged (potential Bunnings development)
Capella Bay Aged Care facility	Single land holding with aged care facility constructed in 2014-2015
12-16 Jones Road	3 lots in MU zone currently accomodating a metal processing facility.
220-228 Old Cleveland Road	3 lots in MU zone currently occupied by a showroom.
5 Swan Street	State owned housing

LEGEND

Site Boundary

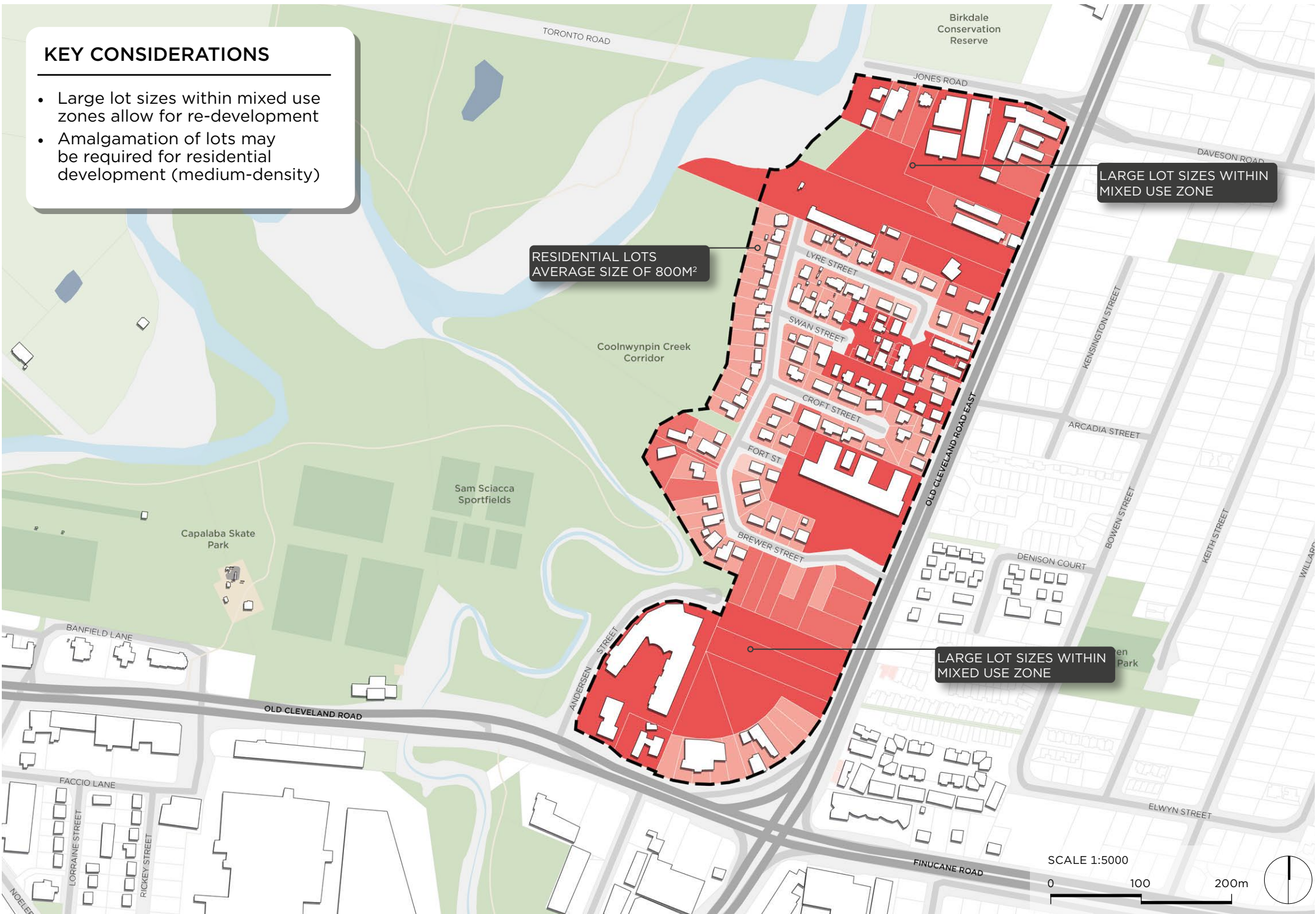
Local Council Owned Land (RCC)

Land Ownership and Easements Map

SITE ANALYSIS

LOT SIZE

The study area covers approximately 21.1 hectares, with lots ranging from 127m² to 14,980m². Road reserves comprise 3.66 hectares (17%) of the study area.



SITE ANALYSIS

BUILDING HEIGHTS

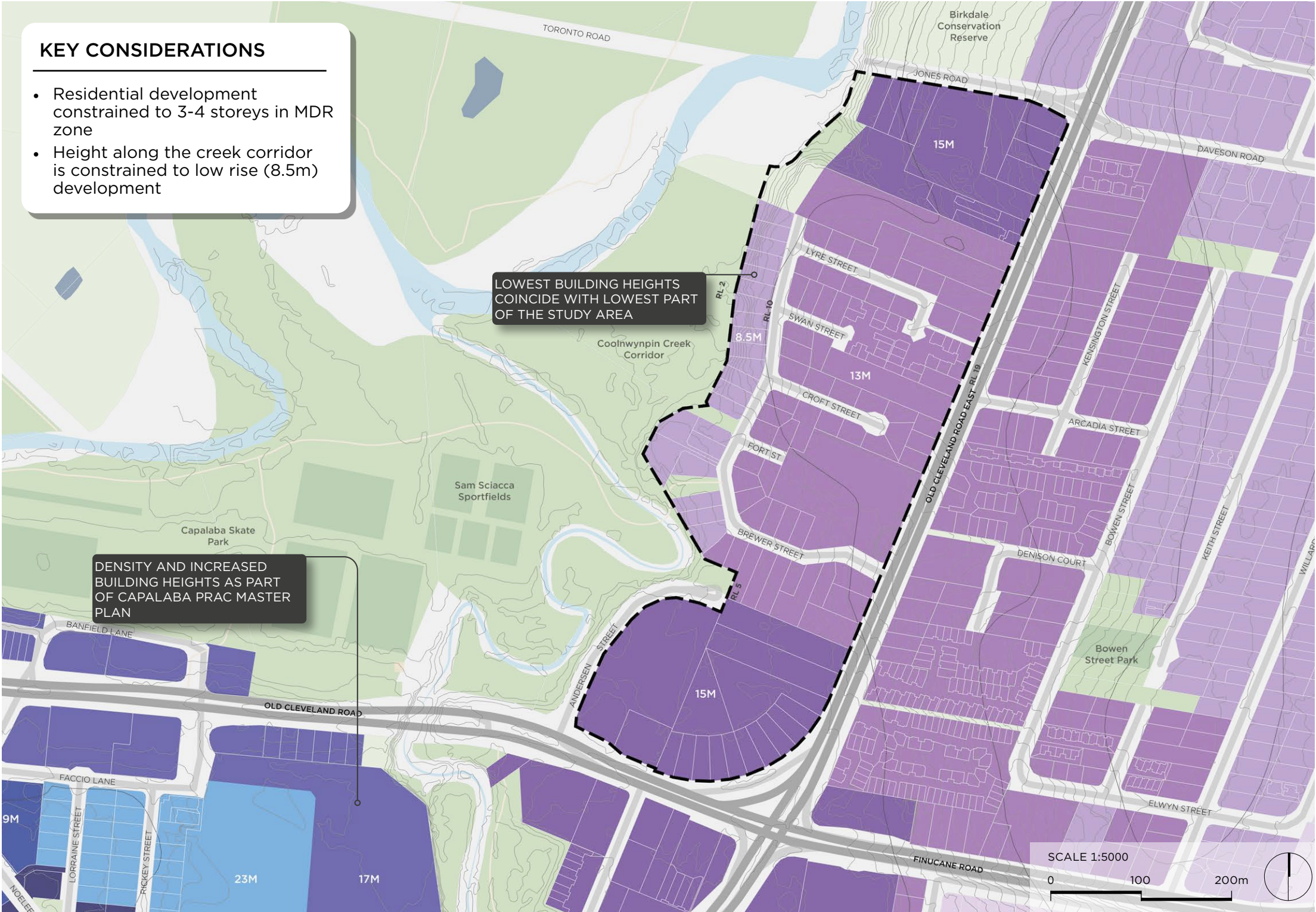
The following building heights and typologies are currently allowable within the study area. Greater density and building heights are currently allowable within the nearby principal centre (Capalaba).

Zone	Maximum height	Minimum lot size
Low density residential zone (LDR)	8.5m	400 m ² with reconfiguration
Low-medium density residential zone (LMR)	8.5m	400 m ² with 20m frontage (10m with reconfiguration)
Medium density residential zone (MDR)	13m	800 m ² with 20m frontage
Mixed use zone (MU)	8.5m within 10m of LDR, LMR and CR zones. 15m otherwise	

Note: The figures referenced in the table above are nominal acceptable outcomes taken from the respective development coes in City Plan

LEGEND

- Site Boundary
- 8.5m
- 13m
- 15m
- 17m
- 23m
- 29m
- 41m



Building Heights Plan (extracted from Redland City Plan v10)

SITE ANALYSIS

ENVIRONMENTAL CONSTRAINTS

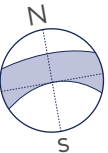
The western boundary of the study area adjoins conservation, recreation, and open space zoned land, offering a natural outlook and providing opportunities to integrate with surrounding natural features, extending towards the Capalaba PRAC and the Birkdale Community Precinct.

The study area falls from the north east along to the creek corridor, with Old Cleveland Road as the high point. The highest part of the area is found in the north-eastern corner of the study area along Old Cleveland Road East and Jones Road with a high point of 22.25m AHD. The lowest elevation within the study area measures 2.25m AHD and extends along the outer western boundaries, bordering the existing creek line.

Well established landscape and protected environmental areas affect some areas of the study area. Flooding constraints and environmental values, including MLES, MSES, threatened species and the wildlife corridor may limit development opportunities in some areas.

LEGEND

- Site Boundary
- Wetland Corridor
- Significant Vegetation
- Major Contours (10m)



Sun path
- shaded zone represents the sun path throughout the year



Environmental Constraints Plan (extracted from Redland City Plan v10)

OPEN SPACE CATCHMENT

The following open space provision services the study area as per Redland City Plan v10.

Park	Requirements
Capalaba Regional Park (T1 Destination Park)	- Requirements: 5 - 20ha accessible with 5-10km 2.2km walk from Brewer St along bridge (30min walk)
Bowen Street Park (T3 Neighbourhood Park)	(0.5 - 2ha) accessible with 0.5-0.8km 750m from Brewer St via cross-block links
John Frederick Park (Sports Park)	(5-20 ha) accessible with 5-10km

LEGEND

Site Boundary

Park

Open Space Catchment Plan (extracted from Redland City Plan v10)

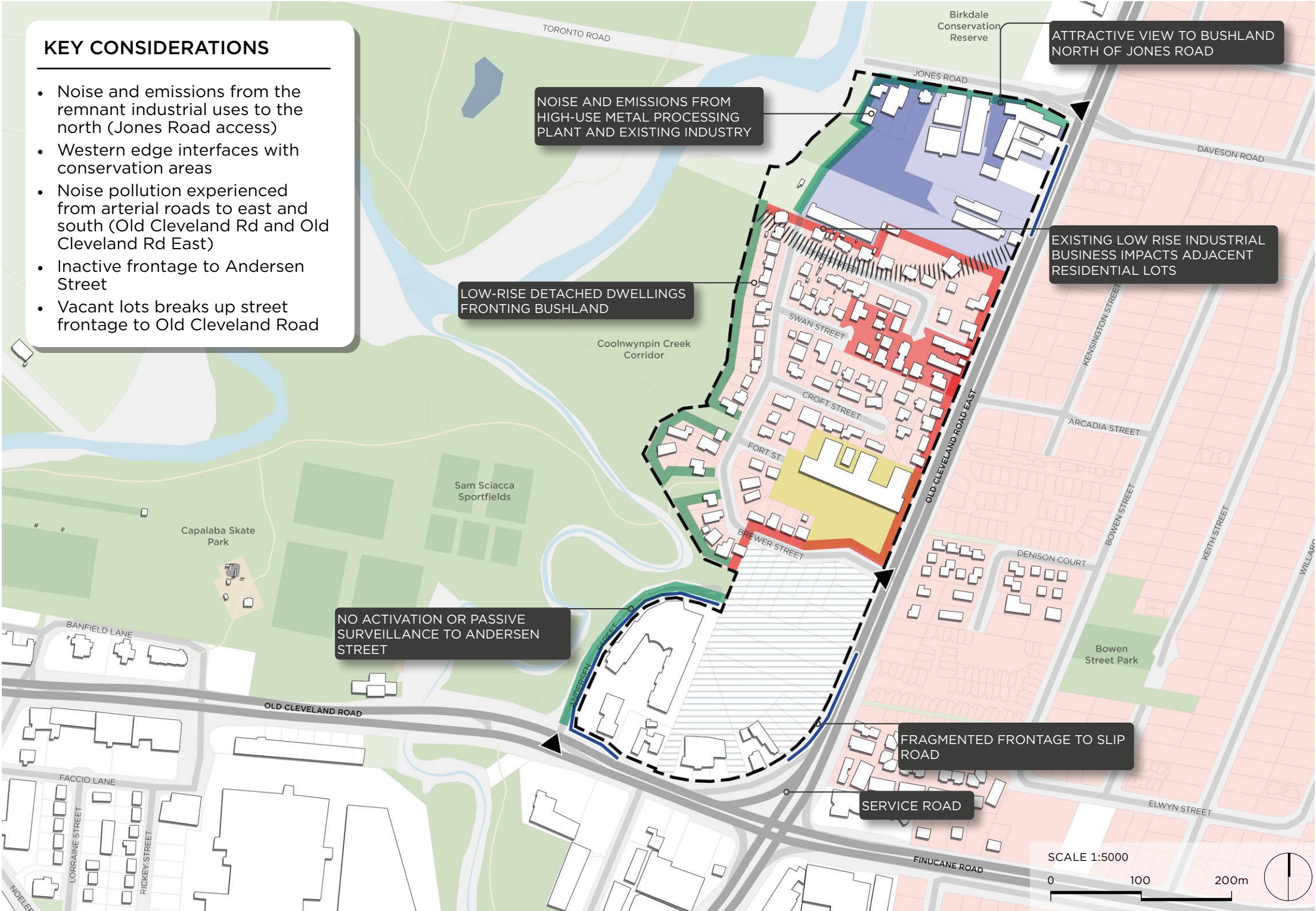
SITE ANALYSIS

COMMUNITY
INFRASTRUCTURE

The study area is situated within walking distance of the Capalaba PRAC containing several community services, amenity, retail outlets and convenience stores. This principal centre includes the Capalaba Library, shopping centre, chemists, childcare facilities, places of employment and retail.



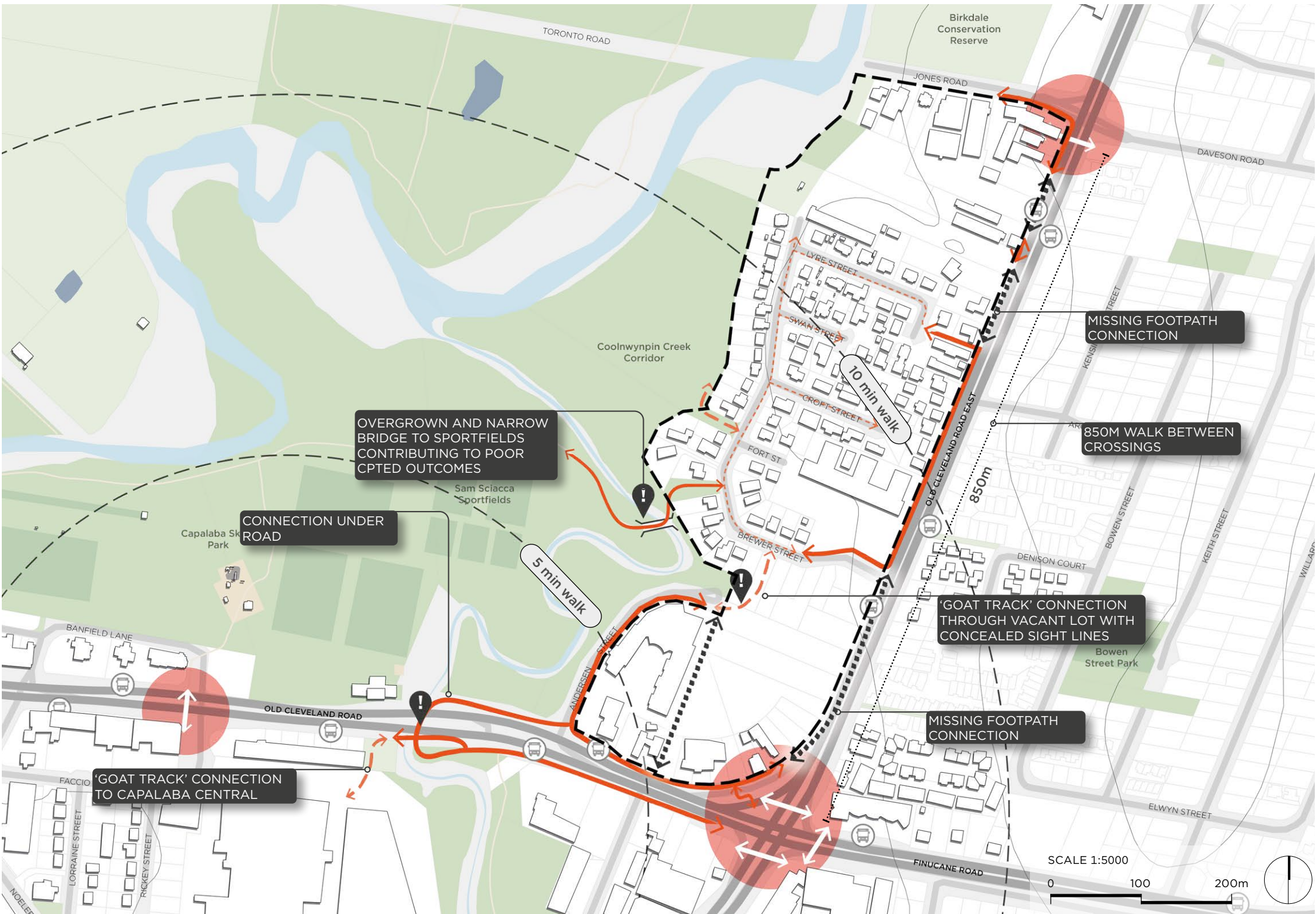
INTERFACES



Interfaces Analysis Plan

WALKABILITY

Despite being within a short distance of Capalaba Central and other community facilities, the study area is highly disconnected due to the lack of pedestrian crossing points. There is also a perceived lack of safety for existing and informal pedestrian routes.



Walkability Analysis Plan

PUBLIC TRANSPORT NETWORK

- ① There is only one bus line that operates near the study area, with buses running through Old Cleveland Road from Capalaba to Thorneside every 60 minutes. Moreover, existing services in the region tend to meander through the suburbs, substantially increasing travel times and making driving a car more appealing than public transport.
- ② Near the intersection of Old Cleveland Road and Old Cleveland Road East, there is a bus stop where residents from the study area can access the public transport network and reach various destinations. However, the most frequent bus line is the 250, which runs every 30 minutes and connects to Redland bay to Carindale via Cleveland and direct connections to the CBD are only provided during peak times.
- ③ The Capalaba Bus Interchange, located approximately 2km from the study area, offers residents a wider range of public transport options. With the planned extension of the Eastern Busway to here, residents of the study area will have an express service running to Brisbane CBD. Improved active transport connections between Capalaba and the study area are important to maximise this opportunity.
- ④ The change in zoning allowing for increased residential density in this area is expected to attract more residents, leading to an increase in public transport users. The higher demand could justify the implementation of frequent bus routes along the two main corridors surrounding the area.
- ⑤ There are four bus stops on Old Cleveland Road Rast adjacent to the study area. However, only two, one in each direction, have standard shelters. Additionally, there are no footpaths on the west side of the road connecting the bus stops. This, and the lack of pedestrian crossings result in poor accessibility.



Active Transport Network Analysis

SITE ANALYSIS

ACTIVE TRANSPORT NETWORK

- 1 The study area is confined between two major roads and the Tingalpa Creek Reserve area.
- 2 There is no pedestrian crossing on the slip lane or the service road at the intersection of Old Cleveland Road and Old Cleveland Road East. To cross to the east side, residents must either return to this intersection or go to the Jones Road intersection, which is over 800 meters away. There are no nearby alternatives for crossing in this area.
- 3 Due to the lack of pedestrian crossings, residents can't safely access bus stops across Old Cleveland Road East.
- 4 There is a pedestrian path from Old Cleveland Road east that leads to the interior of the area. However, this path only connects to a footpath heading south on Old Cleveland Road East. No footpaths heading north or linking to the crossing at Jones Road.
- 5 The infrastructure connecting to the Sports Complex requires several improvements including a wider bridge for the creek crossing to adequately accommodate pedestrian and cyclist traffic, improved lighting for visibility and safety, and better management of vegetation along the path to improve sight lines and eliminate entrapment opportunities.
- 6 The pedestrian movement through the vacant Bunnings site from Brewer Road to Anderson Street highlights the desire for a direct connection from the study area to Old Cleveland Road and Capalaba Centre.

LEGEND

- Site Boundary
- Existing pedestrian crossing
- Existing pathways
- Future pedestrian links
- Bus stops



Active Transport Network Analysis

SITE ANALYSIS

PLANNED ACTIVE TRANSPORT NETWORK

- ① The Principal Cycle Network Plan for SEQ identifies cycling routes through the Tingalpa River Reserve area and along Old Cleveland Road and Old Cleveland Road East.
- ② A new 2.5m Off-Road Cycle Path is listed on Redland's LGIP connecting to existing path.
- ③ A signalised pedestrian crossing at Brewer Street and Old Cleveland Road intersection is required to ensure a safe and convenient east-west connection for pedestrians.
- ④ Future developments in the area present an opportunity to establish a comprehensive pedestrian/active transport network, enhancing connectivity and accessibility.
- ⑤ There is an opportunity to create an active transport link from the study area to the future Birkdale Community Precinct.
- ⑥ A pathway is needed north of Jones Road, linking with the existing path on the northern section of Old Cleveland East Road/Birkdale Road, adjacent to the future Birkdale Community Precinct.
- ⑦ Adding a pedestrian bridge over Coolnwynpin Creek would enhance connectivity with Capalaba Centre by providing a more direct connection from the southern side of the underpass to the centre.

LEGEND

- Site Boundary
- ↔ Existing pedestrian crossing
- Existing pathways
- ... Future pedestrian links
- - - Future Cycle Links (Principle Cycle Network)
- - - Future Cycle Link (LGIP)
- ⓑ Bus Stops



Planned Active Transport Network Analysis

ROAD AND SERVICING NETWORK

- 1 The area is enclosed by two sub-arterial roads. The Old Cleveland Road East transitions into an arterial road as it crosses Old Cleveland road, becoming Moreton Bay Road. According to the Redland City Plan 2018, arterial and sub-arterial roads are designed to accommodate high traffic volumes at high speeds. These characteristics, combined with the absence of pedestrian crossings, contribute to these roads acting as barriers for pedestrians.
- 2 Due to the strategic positioning of these two major roads within the local road network, residents have convenient access to various areas in Redlands and Brisbane.
- 3 The potential entrance to the proposed Bunnings site via Brewer Street could facilitate site access without causing significant disruptions to existing traffic flow on Old Cleveland Road East.
- 4 Upgrading the intersection at Brewer Street and Old Cleveland Road east to accommodate future vehicle traffic into Bunnings could also improve safety and accessibility conditions for pedestrians and cyclists.
- 5 Connecting Brewer street with Jones Road will improve area connectivity and relieve pressure on the existing access via Brewer street, which is expected to face increased demand due to future Bunnings.

LEGEND

- Site Boundary
- Arterial
- Sub Arterial
- Potential new roads/connections. Note: Locations are indicative only and to be used for discussion purposes only



Road and Servicing Network Analysis



03

CASE STUDIES

POTENTIAL LAND USES

The study area has potential to support a range of land uses and functions subject to land amalgamation and enhanced precinct connectivity. There is an opportunity for catalyst sites to deliver high quality and attractive developments that unlock the uplift of the study area.

The following case studies explore potential development typologies and best practice outcomes for the study area. Including:

- **Residential uses:** Investigating multi-residential developments, gentle density and mixed use developments
- **Large format retail and mixed use:** Big box supermarket and community facilities that demonstrate good quality urban design outcomes including activation, shaded pedestrian connections and articulated built expression.
- **Transitioning industrial precincts to mixed uses.**

CASE STUDY

GRANGE RESIDENCES

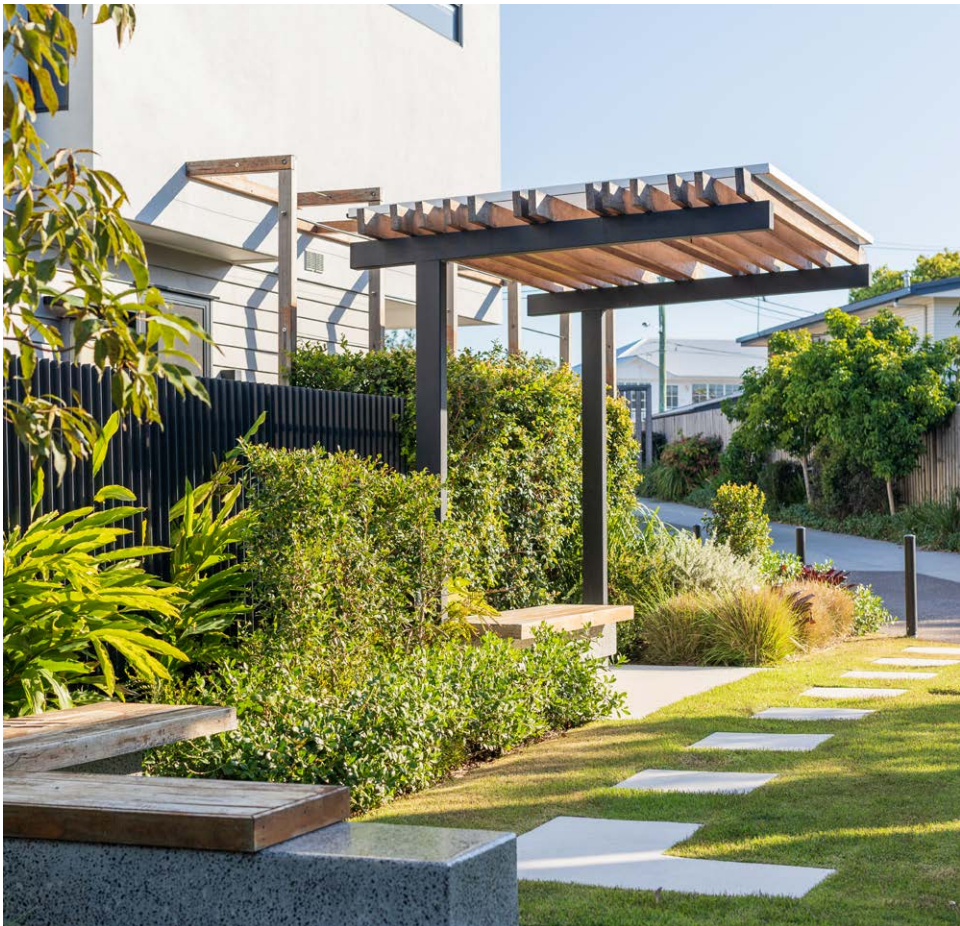
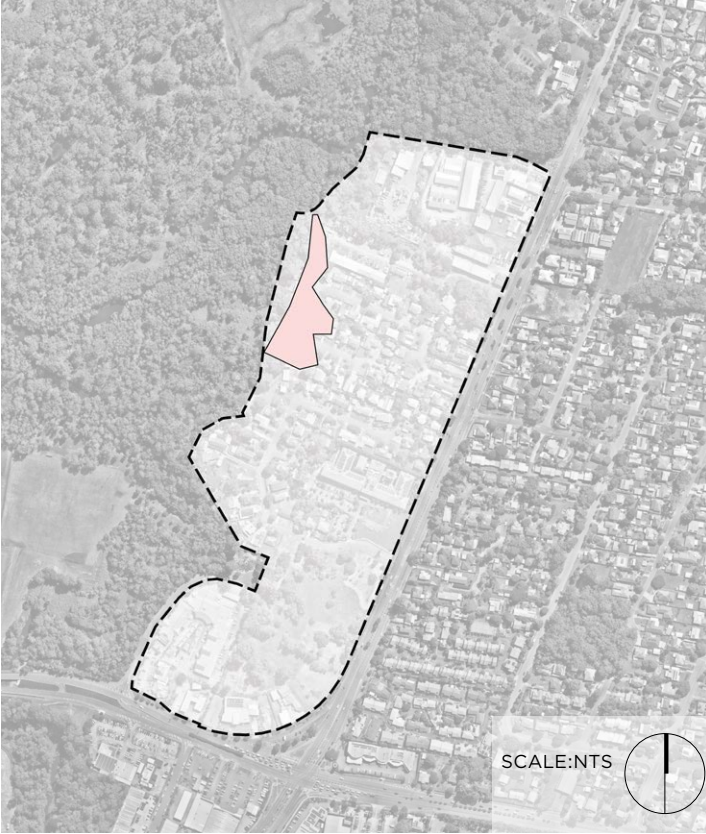
CREEK SIDE RESIDENTIAL DEVELOPMENT

Relevant attributes:

- Fringe medium density residential town house development
- Overlooking recreation/green space corridor (Kedron Brook)
- Direct access to cycle path and open space

Site Area	1.15 hectares
Use	2, 3 & 4 bedroom townhouses, 2 houses. 41 residences within the complex.

Scale Comparison against Study Area



CASE STUDY

PARKLANDS AT SHERWOOD

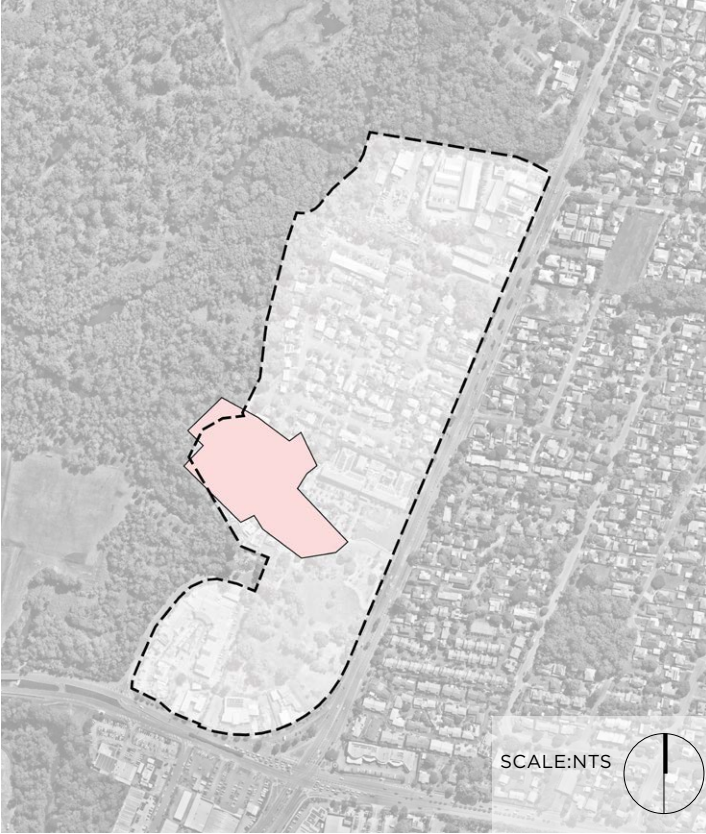
MASTERPLANNED RESIDENTIAL COMMUNITY

Relevant attributes:

- Medium density residential with borrowed landscape from adjacent nature reserve
- Adjacent to flood prone area (open space and river)
- Mix of typologies including town houses and apartments with communal facilities
- Successful development despite proximity to noisy infrastructure corridor (freight rail route)

Site Area	Approx. 2 hectares
Use	1, 2 & 3 bedroom apartments, 2 level villas and 3 & 4 bedroom manor homes, with on-site facilities. 110 residences within the complex.

Scale Comparison against Study Area



CASE STUDY

ANNE STREET GARDEN VILLAS

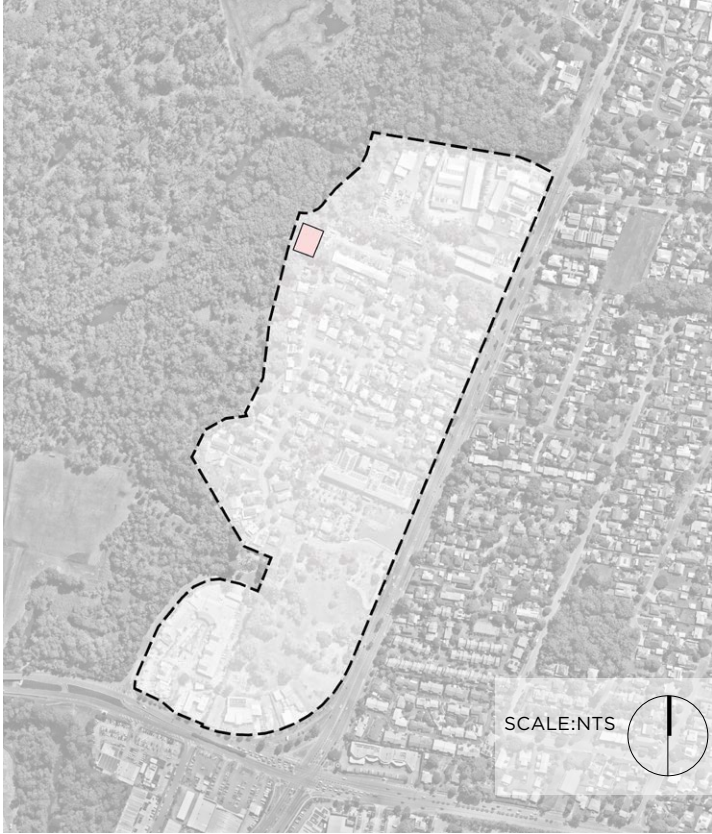
CLUSTER HOUSING

Relevant attributes:

- Low density community street frontages
- Gardens connected to the street
- Internal courtyard with large shady trees
- Independent dwellings

Site Area	1,220m ²
Use	1 & 2 bedroom garden villas 7 residences within the complex.

Scale Comparison against Study Area



CASE STUDY

HABITAT ON JUERS

INFILL GENTLE DENSITY

Relevant attributes:

- Re-generation of light industrial area into retail lifestyle precinct
- Mixed use precinct more compatible with adjacent residential area
- Street activation overlooking creek

Site Area	3,435m ²
Use	1, 2 & 3 bedroom townhouses. 16 residences within the complex.

Scale Comparison against Study Area



CASE STUDY

CAMPBILL MARKETPLACE

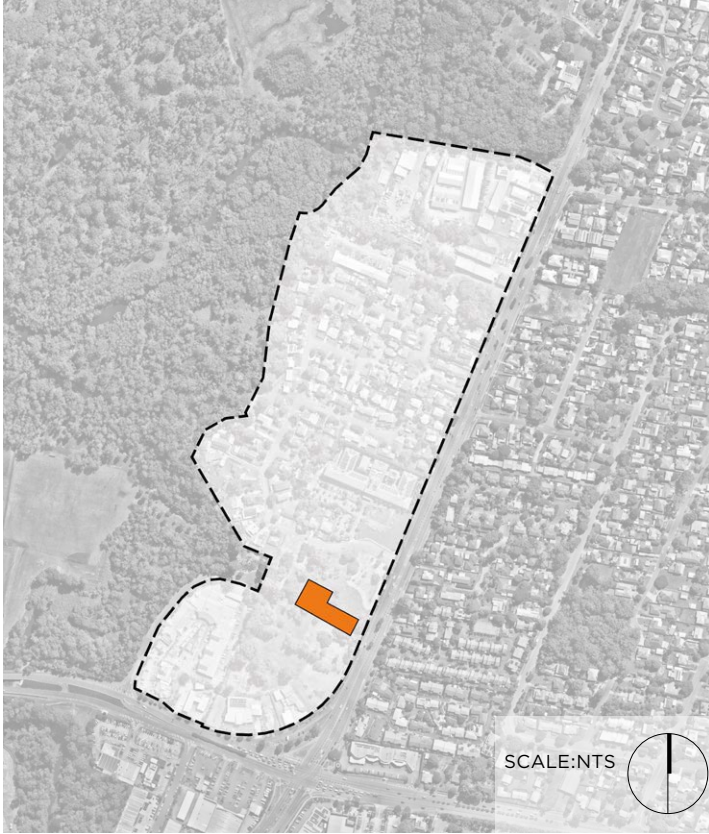
MIXED USE URBAN PRECINCT

Relevant attributes:

- Activated frontages
- Large format retail offerings
- Example of potential interface between mixed use precinct and residential zone
- Community use and public space incorporated
- Pedestrian amenity and cross-block connections

Site Area	1,115m ²
Use	Retail and workplace, with a central community space

Scale Comparison against Study Area



CASE STUDY

ALBION FINE TRADES

ADAPTIVE RE-USE OF AN INDUSTRIAL PRECINCT

Relevant attributes:

- Re-generation of light industrial area into retail lifestyle precinct
- Mixed use precinct more compatible with adjacent residential area
- Street activation overlooking creek

Site Area	4,125m ²
Use	12 x Retail outlets

Scale Comparison against Study Area



CASE STUDY

RIPLEY TOWN CENTRE

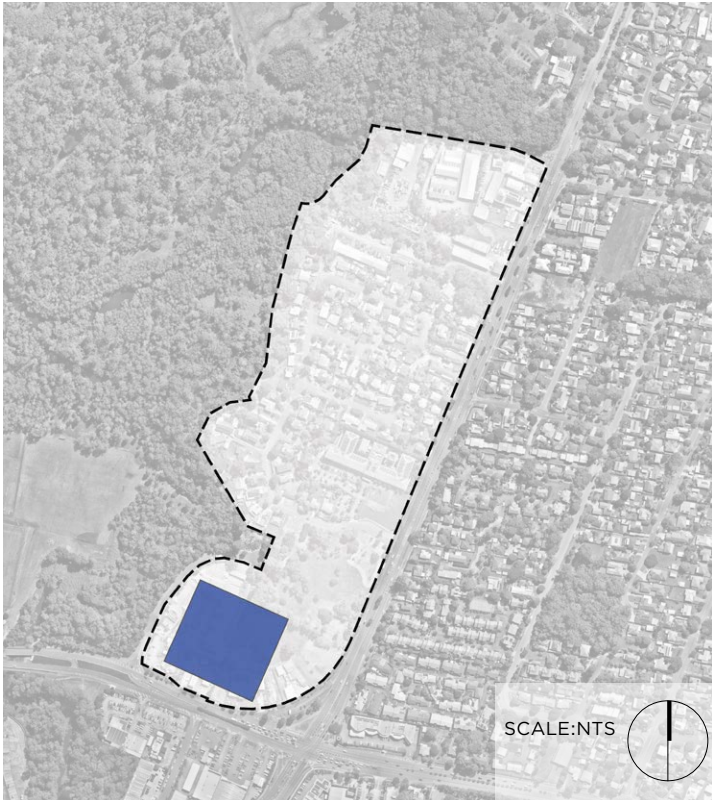
INTEGRATED COMMERCIAL AND COMMUNITY HUB

Relevant attributes:

- Big box retail development with high quality urban design response
- Integrated public landscape spine allows permeability through site
- Street level connections
- Activated frontages
- Articulated built form that encourages legibility

Site Area	9,400m ²
Use	Supermarket, Medical Centre, Retail shops and Offices.

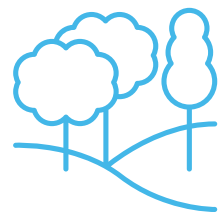
Scale Comparison against Study Area



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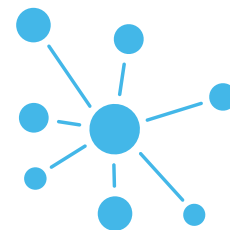
GUIDING PRINCIPLES

Great places are vibrant, attractive, resilient and loved by the communities that use them. They are safe, accessible to all, and activated throughout the day. The following urban design principles should guide the development of the Local Area Plan.



SHADY, GREEN & SAFE PLACES

- Provision of a range of public spaces for all members of the community
- Create subtropical streets that provide desirable, walkable connections
- Implement CPTED measures
- Maintain and create views to 'green'
- Provide shady, subtropical and connected streets for pedestrians and cyclists
- Create safe connections and places to rest



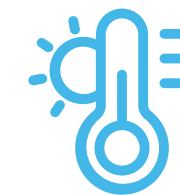
A CONNECTED COMMUNITY

- Maximise connections to green open space including to surrounding sports fields and recreation areas
- Improve access to Capalaba Central and community facilities
- Improve connections to public transport and bus stops
- Optimise road network for servicing of Bunnings/future mixed use precinct
- Consider emergency vehicle access and impact of street closures
- Minimise rat running through residential streets



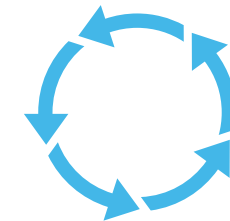
MANAGED INTERFACES & TRANSITIONS

- Active frontages
- Gateways and entries to the site/ various uses
- Buffering to incompatible land uses
- Maximise co-location of complementary land uses and transitional zoning
- Maximise amenity to residential areas and minimise impacts of surrounding functions



RESILIENT & CLIMATE RESPONSIVE

- Minimise development within flood affected areas
- Development to consider ideal orientation and climatic factors
- Reduce hardstand areas and exposed road or path areas in order to mitigate the urban heat island effect
- Maintain and improve ecological values of the study area



ADAPTABLE FOR FUTURE GROWTH

- Zoning allows for future development of the site and flexible land uses
- Consolidated residential core that allows for gentle density and medium density development

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OPPORTUNITIES

POTENTIAL DEVELOPMENT OPTIONS

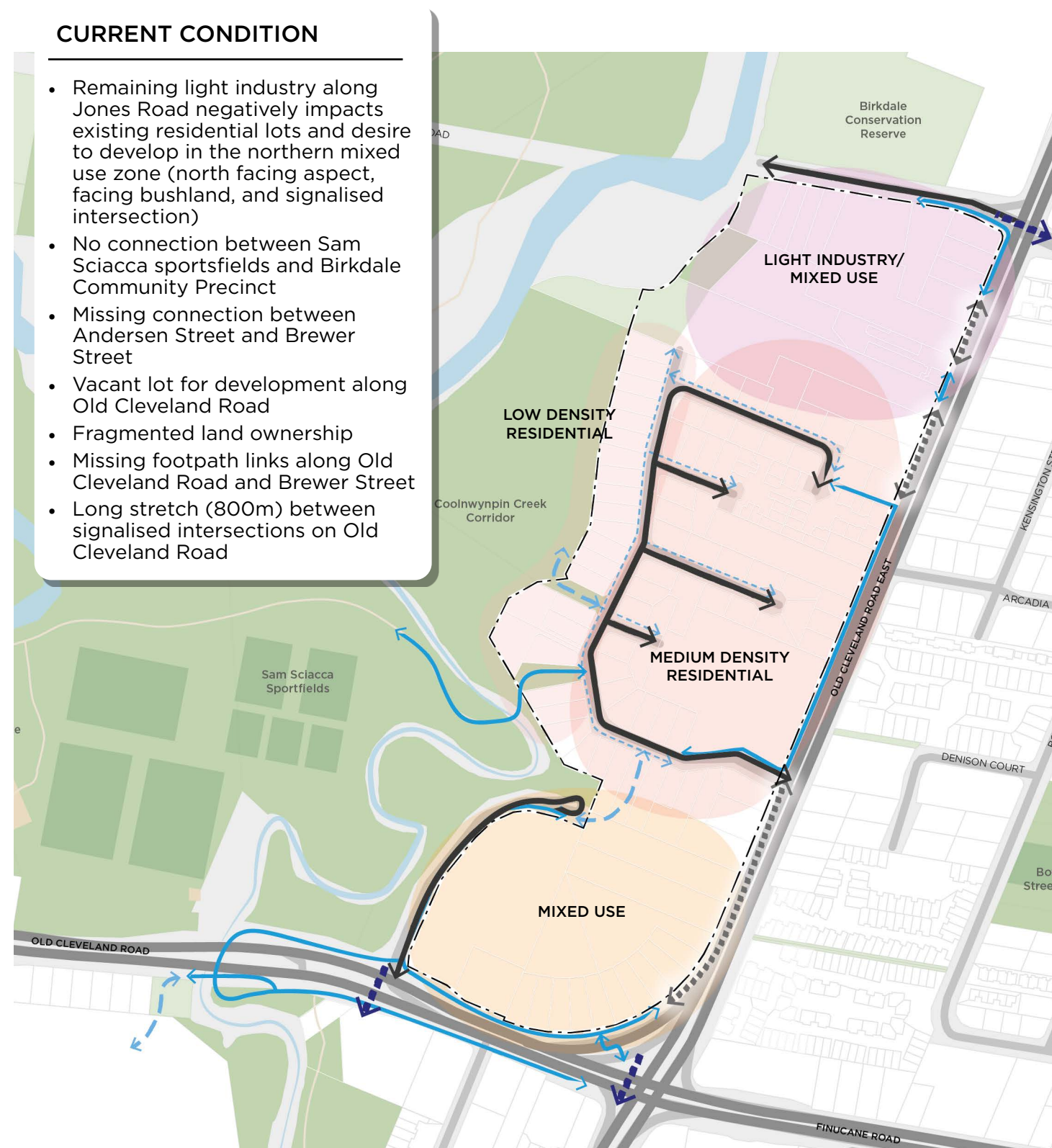
The following diagrams explore the potential development of the site including land uses, pedestrian linkages, cycle infrastructure, road upgrades and open space provisions.

It is acknowledged that the ongoing operation of industrial uses in the northern extent of the study area (e.g. metal recycling facility) and the potential presence of contaminated land may impact on the viability of delivering MDR outcomes in this locality in the short-medium term.

Trunk infrastructure capacity will need to be assessed in further detail where any significant upzoning is proposed.

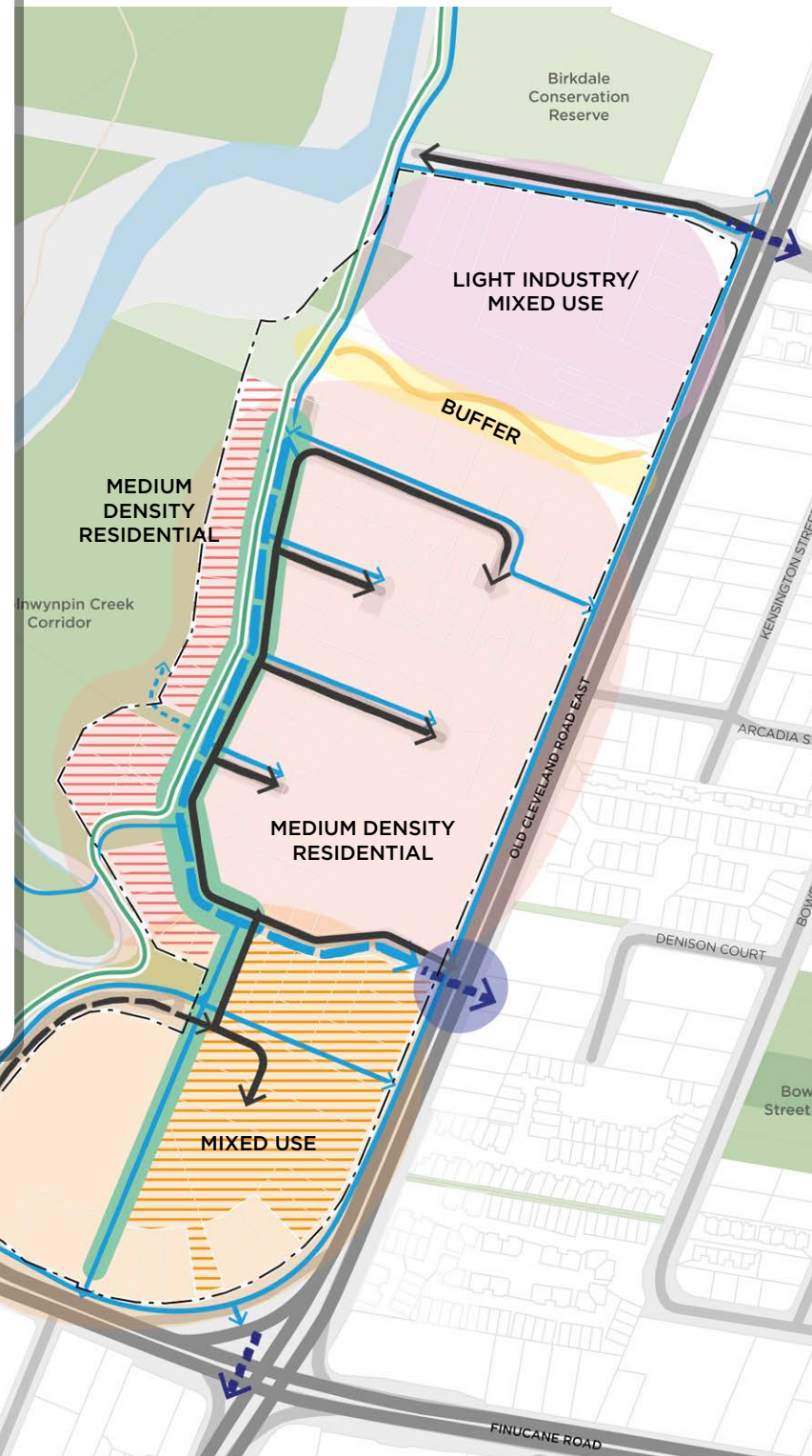
CURRENT CONDITION

- Remaining light industry along Jones Road negatively impacts existing residential lots and desire to develop in the northern mixed use zone (north facing aspect, facing bushland, and signalised intersection)
- No connection between Sam Sciacca sportsfields and Birkdale Community Precinct
- Missing connection between Andersen Street and Brewer Street
- Vacant lot for development along Old Cleveland Road
- Fragmented land ownership
- Missing footpath links along Old Cleveland Road and Brewer Street
- Long stretch (800m) between signalised intersections on Old Cleveland Road



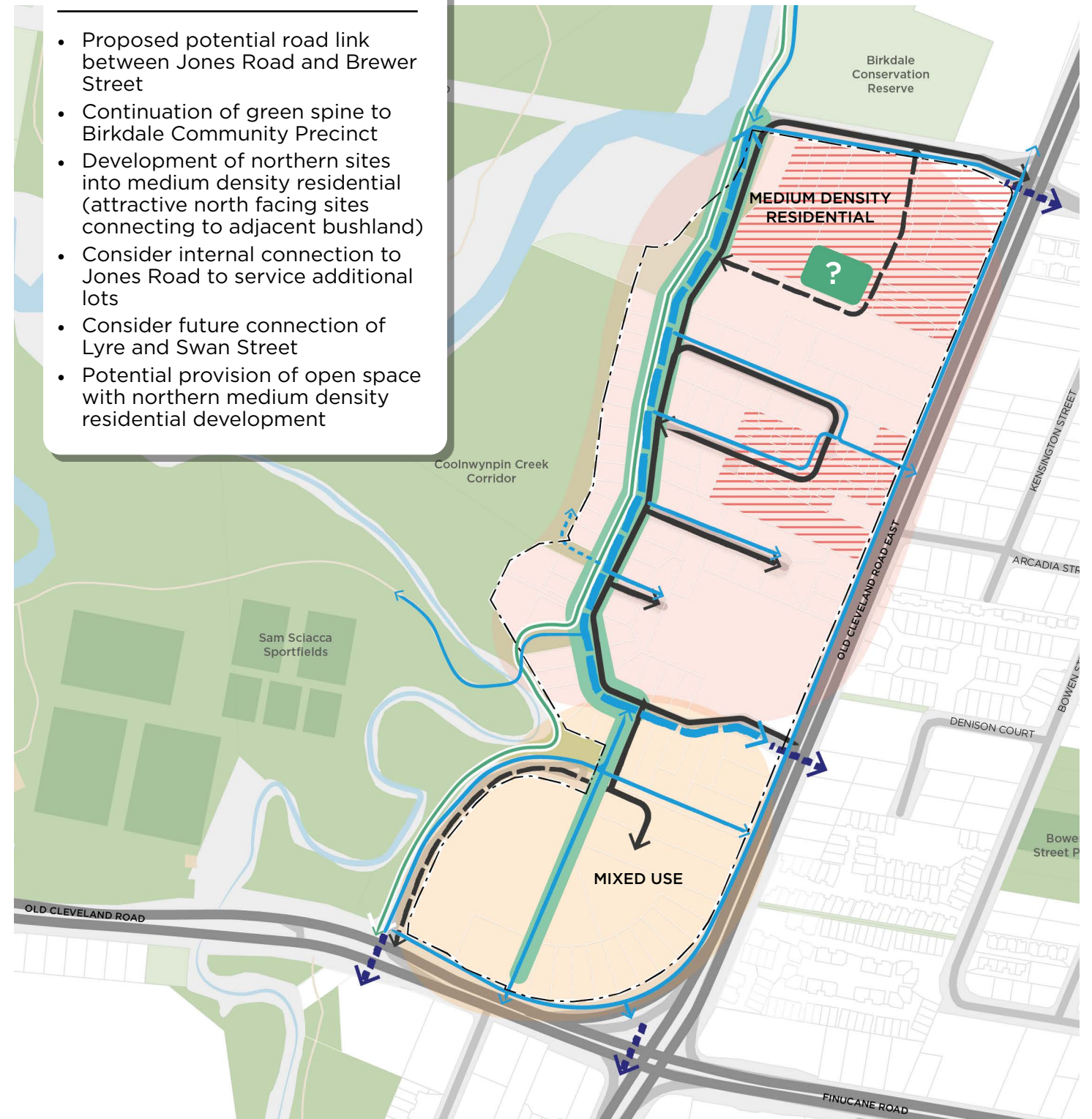
MEDIUM TERM OPPORTUNITIES

- Development of catalyst site along Old Cleveland Road activates mixed use precinct, providing pedestrian linkages and transition to residential zone
- Create a high quality pedestrian green spine connecting people from Capalaba Central through to Birkdale Conservation Park
- Brewer Street uplift to Subtropical Street including shaded, shared pedestrian and cycle path
- Brewer Street changed to medium density residential fronting bushland (opportunity to amalgamate lots and increase development heights)
- Road upgrades connecting Andersen and Brewer Street with service access to development
- New cycle connection along Brewer Street
- Proposed signalised connection at Brewer Street
- Allow for future development of 'gentle density' across the study area
- Manage interfaces between residential and mixed use areas with appropriate transitions and allowable uses that minimise noise pollution, traffic congestion and other impacts



LONG TERM OPPORTUNITIES

- Proposed potential road link between Jones Road and Brewer Street
- Continuation of green spine to Birkdale Community Precinct
- Development of northern sites into medium density residential (attractive north facing sites connecting to adjacent bushland)
- Consider internal connection to Jones Road to service additional lots
- Consider future connection of Lyre and Swan Street
- Potential provision of open space with northern medium density residential development





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Creativity
at all scales